

Last Ferry

Run Near on

TR E JUL 18 1958

SP Route

(transfer)
**San Leandro to
Leave Oakland on
Final Trip July 30**
X 2000

Two short, sad blasts from the steamer San Leandro will sound a requiem for San Francisco's colorful ferryboat era shortly after midnight, July 29 at the Southern Pacific's Oakland pier.

The ferry, last of a long line of illustrious boats to ply the bay during the past 123 years, will leave the pier at 12:10 a.m. July 30 on its last official trip.

It will transport passengers from the incoming Shasta Daylight—and undoubtedly a few saddened oldtime commuters who have looked ruefully to the day the last ferry would run.

Discontinuance of the ferry service leaves only the Martinez-Benicia auto ferry in the immediate Bay Area to carry on the traditions which began in 1835.

SWITCH TO BUSES

The Southern Pacific announced yesterday that beginning July 30 it will carry its passengers between its 16th Street Terminal and the San Francisco Ferry Building by Greyhound bus.

Trains will continue to run to the pier to load mail baggage and express.

Offices of the SP's Western Division also will be maintained there. But passengers no longer will have occasion to board trains under the cavernous old train sheds.

The San Leandro is the last of two serviceable ferryboats maintained by the Southern Pacific.

STANDBY BASIS

The Berkeley, built by the railroad in 1898, has been retained on a standby basis in a slip at the Oakland pier.

The Ukiah, rebuilt in 1922 by the railroad, crossed the bay under her own steam for the last time early in 1957. She has been turned over to the Maritime Museum as a memento of the old ferryboat days.

The era began in 1835 when Capt. William A. Richardson hired out two schooners to ferry passengers between Sausalito and San Francisco.

The first regularly scheduled ferryboat was the Kangaroo which began its run between East Oakland and San Francisco in 1850.

CHANGES HANDS

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The ferry service was taken over in 1863 by the Alameda and Oakland railroad companies. The SP came into the picture through purchase of the service in turn by its parent company, the Central Pacific, in 1867.

The ferryboat era reached its hey-day in the 1930's before the bridges were completed.

Besides the SP's fleet of 43 ferries—then the largest fleet in the world—the bay was bustling with the orange Key System boats, the red San Rafael-Richmond ferries, the white Santa Fe and Western fleet.

During 1930, SP ferries carried 20,000,000 people between San Francisco and the Oakland and Alameda piers; 5,700,000 between San Francisco and Marin County, and almost 15,000,000 on the auto ferries.

DOOMED BY BRIDGE

But death of the ferries was forecast by the completion of the Golden Gate Bridge and the San Francisco-Oakland Bay Bridge.

One by one the ferry lines folded. With completion of the Richmond-San Rafael Bridge last year, another ferry service was discontinued, leaving only the SP route between Oakland and San Francisco.

The railroad applied to the Interstate Commerce Commission and the State Public Utilities Commission last October for permission to discontinue ferry service because of insufficient traffic.

The SP spent more than \$2,000,000 on repairs alone to the Eureka, San Leandro and Berkeley in 1953.

Use of buses will give passengers to and from the 5th Station faster and more efficient service, according to SP officials.

107-Year-Old

Service Will

Bow to Progress

TR E JUL 19 1958

By JOHN L. FERRIS

The last ferry boat on San Francisco Bay will toot its whistle for the last time early in the morning of July 30.

The San Leandro, the only ferry being operated by the Southern Pacific, will leave the Oakland Pier at 12:10 a.m. on its final official run after it has picked up passengers from the Shasta Daylight.

The SP ferry fleet proudly numbered 43 boats in its hey-day in 1930. The bay was bustling with ferryboats then—the orange Key System craft, the red San Rafael-Richmond ferries and the white Santa Fe and Western Pacific fleet.

LAST SURVIVORS

Besides the San Leandro, the SP now has only the Berkeley on a standby basis.

Resting peacefully in one of the five ferry slips at the Oakland Pier, the Berkeley has seen better days. The need for extensive repairs brought on her idleness. She was built by the railroad in 1898 and entered service in 1901.

"The bay will never seem the same without a ferryboat plowing across it," said Claude E. Peterseon, SP's vice president of passenger traffic.

"But when the bridges were built it was inevitable that the boats would some day go.

"That day is upon us."

OFFERS RECEIVED

Both the San Leandro and the Berkeley will be sold, according to SP officials. The railroad already has received offers for the vessels, mainly for use as floating restaurants.

During 1957, 610,000 passengers were transported on the SP ferry system, a far cry from the 40,000,000 passengers and 6,000,000 automobiles carried on the railroad's fleet in 1930.

The first regularly scheduled ferry was the Kangaroo, which plied between Oakland and San Francisco in 1850, although Capt. William A. Richardson hired out two schooners to ferry passengers and freight about the bay beginning in 1835.

Some 90 craft were subsequently used during the course of San Francisco Bay's ferryboat era. They carried more than a billion passengers.

"I hate to see the ferry go," said LeRoy Smith of 2632 75th Ave., passenger director who answers questions from a little booth at the pier. "But it's like the horse and buggy—we're past it."

SAD FAREWELL

SAD FAREWELL

His sentiments are echoed in varying degrees by such oldtimers as Capt. Frank A. Dias of Oakland, one of three remaining ferry captains, and E. J. Ennis of Berkeley, a wharfinger.

For the first time in more than 76 years, no passengers will step from transcontinental trains beneath the cavernous sheds at the Southern Pacific's Oakland Pier—known for many years as the Oakland Mole.

Instead, they'll alight at the SP's 16th Street Station—now designated a terminal—and will ride buses to San Francisco across the Bay bridge.

"The place will be dead," William T. Leitch, a mail foreman at the Oakland Pier, said.

Trains will continue to roll into the old terminal, but it won't be the same. They'll pick up or unload mail, baggage and express, but the excitement of passengers hustling to and from the ferries will be gone.

The days of the dingy yel-

Throngs Ride Ferries in Final Days

transcript
**Capacity Crowds on
Bay Crossings for
14 Sunday Trips**

TUE JUL 28 1958

As the end nears for the long career of the bay ferries, those who remember them and want to remember them are clamoring for final rides.

Probably a record number of passengers, estimated at 30,000, boarded the surviving ferry San Leandro during its 14 round-trips yesterday.

And the Southern Pacific Railroad's water department, which thought it would wind up affairs for its surviving 52 men, has found itself in the position of needing extra runs to fit this rush of popularity.

Three such trips were made yesterday, with almost a full load of 1,500 passengers each time.

LAST RUN NEARS

It's all because the ferry line from the end of the railroad's tracks at the Mole makes its last run for the public tomorrow night to the Ferry Building in San Francisco.

There will be a private run for invited guests Wednesday morning but by that time the buses which will supplant the ferries will be in operation.

Of course, the swan song for the ferries might have been 20 years ago when the Bay Bridge forced out all other ferry services.

S.P. required by government regulations to continue runs for rail passengers and baggage, carried on modestly with its few boats. They do not carry automobiles.

FOUR BOATS LEFT

automobiles.

FOUR BOATS LEFT

There were four "White Old Ladies" after the war: The Sacramento, the only one with an up-and-down walking-beam to mark the surge of its great paddles; the Berkeley, built in 1898; the Eureka, one of the finest, built in 1922, and the doughty San Leandro, a lady of 37 years.

The Sacramento was retired in 1955. The Berkeley ceased running last year. The Eureka was given to the Maritime Museum as a memento of the past and no one yet knows what will happen to the San Leandro.

The schedule for today and tomorrow from the Oakland Mole is: starting at 4:30 a.m. every hour until 11:20 a.m., then every 70 minutes from 3:25 p.m. until 11:10 p.m.

50-CENT FARE

Cost for a trip each way is 50 cents.

But a ride pays dividends available no other way, said yesterday's riders.

There are the inevitable seagulls, gliding by in search of a tidbit; there are the sounds that only an old vessel can make; the smells that only come from the water and from an engine room as redolent as a bakery; and always the trembling of spirited life in the hull beneath one's feet.

It is indeed, agreed the crowds bound for these last few trips on a Bay ferry, something to remember.

Ferry service OK'd until BART reopens

JAN 24 1979

by Don DeMain
Staff Writer

TRANSPORTATION

Oakland—In an effort to provide Eastbay commuters an alternative to crowded shuttle buses and traffic jams on the Bay Bridge, the Public Utilities Commission yesterday authorized Harbor Carriers Inc. to provide ferry service between Oakland and San Francisco.

It isn't yet known where the ferry terminals

Continued on Page 36, Col. 2

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passengers direct service to downtown Oakland, and Fremont passengers additional trains to the shuttle terminal at MacArthur.

Previously, trains from Concord would stop at MacArthur, then take the loop back to Concord with Oakland bound passengers having to transfer to a Fremont train.

Oakland-Fremont passengers, or those bound

Continued from Page 35

will be located, but the fare will be \$1.50 one way.

The PUC said the service, to run until the BART transbay tube reopens, could begin service in the next day or so with two ferries holding a capacity of 750 passengers each.

When the transbay tube will reopen is still uncertain.

Meanwhile, AC Transit is carrying the brunt of the commute crisis, operating from 10 to 20 extra buses in shuttling San Francisco travelers from BART's MacArthur Street shuttle terminal.

At the same time, AC Transit ridership is increasing in the Eastbay, taxing the district's 800 bus fleet.

AC Transit is being compensated by BART because the shuttle passengers ride free. How much AC Transit is getting from BART isn't known, but BART is losing \$20,000 a day in reduced fares and in compensations to AC Transit and other private bus systems.

Its ridership is down about one-third—from 150,000 daily to 101,000 as of yesterday.

The first day after the train fire that closed the BART tube, the number of passengers dropped to 86,000 but they've obviously been coming back.

BART changed its Eastbay schedule yesterday to make it easier for Richmond and Concord riders.

It will provide limited direct service between Concord and Fremont, between 6 a.m. to Midnight Monday through Friday. This will offer Concord passengers direct service to downtown Oakland, and Fremont passengers additional trains to the shuttle terminal at MacArthur.

Previously, trains from Concord would stop at MacArthur, then take the loop back to Concord with Oakland bound passengers having to transfer to a Fremont train.

Oakland-Fremont passengers, or those bound for points between, now find they have no alternate train waiting times. Every northbound train hits Oakland and all trains passing through Oakland wind up in Fremont.

Fremont passengers have discovered another bonus from the tube closing. They can now find parking spaces later in the day at the heavily-used Fremont lots.

Eastbay-S.F. ferry service stalled by lack of parking

C JAN 24 1979

by Don DeMain

Staff Writer

TRANS

Oakland—Harbor Carriers Inc. will be able to start temporary ferry service between Oakland and San Francisco as soon as it finds a docking site with adequate parking, a ferry company official said today.

"We've got a problem—we can't find a place to land the boats with enough parking spaces," said Bob Van Amberg, Harbor Carriers' general manager. "If we found a place, we could start the service within two hours."

The state Public Utilities Commission authorized the ferry service yesterday in an effort to provide Eastbay commuters some relief from the crowded shuttle

buses and snail's-pace traffic which has clogged the Bay Bridge since BART's transbay tube was closed last week after a train fire.

Van Amberg said the Seatrain terminal on the estuary and the docks at the foot of Clay Street have been tentatively ruled out because there is insufficient parking nearby. The ferries need a dock with parking for about 500 cars, he said.

The company planned to talk today with officials at the Oakland Army Base to see if space could be provided there.

Van Amberg said a site with no parking could be used if buses could be lined up to bring passengers from distant parking lots to the dock. AC Transit officials had not been contacted by Van Am-

berg this morning but told The Tribune they would be interested in helping implement the ferry service.

"We would certainly be willing to explore anything that would expedite the movement of commuters," AC spokesman Mike Mills said.

Harbor Carriers could provide several boats capable of carrying a total of more than 1,500 passengers across the Bay during peak commute hours. The PUC set the fare at \$1.50 one way.

The PUC approved the service only until the BART tube reopens. Van Amberg said if the ferry service proves successful, however, Harbor Carriers might seek

Continued back page, col. 3

Ferryboats...

Continued from Page 1

permission to continue it indefinitely.

There has been no ferry service between Oakland and San Francisco since 1958.

When the transbay tube will reopen is still uncertain.

Meanwhile, AC Transit is bearing the brunt of the commute crisis, operating as many extra buses as it can spare to shuttle San Francisco-bound travelers from BART's MacArthur Boulevard station.

At the same time, AC Transit ridership is increasing in the Eastbay, taxing the district's 800-bus fleet.

AC is being compensated by BART because the shuttle passengers ride free. How much AC Transit is getting from BART isn't known, but BART is losing \$20,000 a day in reduced fares and in compensations to AC Transit and other private bus systems.

BART's ridership is down about one-third—from 150,000 daily to 101,000 as of yesterday.

The first day after the train fire that closed the BART tube, the number of passengers dropped to 86,000 but they've obviously been coming back.

BART changed its Eastbay schedule yesterday to provide better service for Fremont and Concord riders.

It will provide service between Concord and Fremont from 6 a.m. to midnight Monday through Friday. This will offer Concord passengers direct service to downtown Oakland and Fremont passengers additional trains to the shuttle terminal at MacArthur.

Since the fire, trains from Contra Costa County have been stopping at MacArthur then looping immediately back to Concord, with passengers headed for downtown Oakland or further south forced to transfer to a Fremont-bound train coming from Richmond.

The new Concord-Fremont line will double the number of trains running between Fremont and Oakland.

Fremont passengers have discovered another bonus from the tube closing—they can now find parking spaces later in the day at the heavily-used Fremont lots.

The only forlorn station in the 70-mile system is Oakland West. It's empty, and will be until the tube reopens.

BART's posted timetables are no longer valid, said BART spokesman Mike Healy. Riders should check with station agents if they have any questions about schedules.

Traffic on the Eastbay freeways is gradually returning to near-normal, despite the continued closure of the tube.

A three-car accident caused an extra delay this morning, but the Highway Patrol reported the crush at the Bay Bridge toll plaza yesterday was just slightly worse than normal. Traffic was backed up less than a mile on the Nimitz freeway, Highway 25, and Interstates 80 and 580.

Officials consider launching ferry ^{service} armada to relieve strain on BART

By Benny Evangelista
The Tribune

SAT OCT 21 1989

Calling on resources of a bygone era, Bay Area transit officials yesterday said a major key to avoiding traffic mayhem Monday morning may lie in a small armada of ferry boats.

But no one knows whether the quickly assembled transbay ferry system actually will help relieve the strain placed on Bay Area bridges, bus systems and BART by the earthquake-crippled Bay Bridge.

"It's going to be quite an adventure on Mon-

day," said Marilyn Reynolds, manager of technical services for the regional Metropolitan Transportation Commission.

About 20 representatives from Bay Area transportation agencies like BART, Caltrans, Municipal Railway and the California Highway Patrol met yesterday at MTC headquarters to coordinate services and schedules.

MTC staff was compiling the information for release at a press conference today.

Transportation planners fear what will happen when the estimated 240,000 people per day

who relied on the Bay Bridge — which will be closed between three weeks and two months — scramble onto other bridges or jam BART and other mass-transit services.

Reynolds said she hopes commuters try the ferry boat option.

"We will do everything we can to encourage people to take the ferries," she said.

The Red and White and Blue and Gold ferry fleets will have about 16 boats ready for two ferry runs: the Jack London Square (Oakland) to Ferry Building (San Francisco) run that was in-

augurated in
shocking quake
Francisco route

Riders who
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higher than the

also will be peered up.

nave to wade on shore like Doug-

on BART, bridges

augurated in the hours following Tuesday's shocking quake, and a new Richmond to San Francisco route to start Monday.

Riders who disembark at the Ferry Building near the closed Embarcadero Freeway will be able to walk under the highway at one point that officials have determined to be safe.

The state Public Utilities Commission yesterday set fares at \$5 one way for those two trips, higher than the original \$4 fare.

See *FERRY*, Page A-6

growing possibility

Continued from Page A-1

Current routes between San Francisco, Tiburon and Vallejo also will be beefed up.

The boats expect to handle about 24,200 passengers per day from Oakland and 2,200 from Richmond, said ferry spokeswoman Judy Rowcliffe. The ferries were slightly more than half full yesterday.

But an example of the potential demand for ferries may have come from the Golden Gate Bridge ferries, which set records yesterday on its long-existing runs to San Francisco from Larkspur and Sausalito. One Larkspur run that averages 360 passengers carried 658 yesterday, said bridge Marketing Director Bruce Selby.

"I don't see much alternative but water over the next three weeks," said state Sen. Quentin Kopp, I-San Francisco, who has been pushing water transportation as an alternative to cars and trucks.

"We must be ready Monday with as much of an armada as possible."

With the potential need for more waterborne transportation, a myriad of other offers and ideas have surfaced, said Steve Heminger, Kopp's administrative aide.

Before Tuesday, some of those ideas would have been considered totally outlandish, such as using the 2,000-passenger Jeremiah O'Brien, a World War II-era Victory-class troop ship.

But under these emergency conditions, "we're not turning down any option," Heminger said.

Another plan would employ about 20 small Navy boats with a total capacity of 1,000 people as part of a "mosquito fleet" of small boats and other small craft, Heminger said.

The Navy vessels could include amphibious landing craft that could dock at a pier so that people in business suits "don't have to wade on shore like Douglas MacArthur," Heminger said.

Navy spokesman Lt. Brian Cullin said that, so far, no formal proposal for the use of Navy vessels has been made. However, the Navy and the U.S. Postal Service yesterday made final plans to ferry mail from Hunters Point in San Francisco to the Naval Supply Center in Oakland, Cullin said.

Traffic in the Bay Area yesterday was reported heavier than the day before.

One backup occurred when Caltrans closed the westbound connection between Highway 24 and Interstate 980 to downtown Oakland for traffic control.

Farther down I-980, the 11th and 14th street on-ramps were closed because of structural damage.

Remaining closed yesterday were: Interstate 80 in Emeryville, three eastbound lanes and three westbound lanes from Powell Street to Buchanan Street; I-80 in Emeryville, Powell westbound on-ramp; I-80 in Oakland, west and eastbound on-ramps for West Grand Avenue; and Interstate 580 in Oakland, westbound on-ramp at MacArthur Boulevard and San Pablo Avenue, for traffic control.

— Tribune writer Gene Ayers contributed to this report.

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Oakland council supports ferry service

WED DEC - 6 1989
The Oakland City Council last night unanimously approved a resolution supporting continued ferry service between Oakland and San Francisco.

"Since its inception following the tragic earthquake on October 17, 1989, ferry service to and from Oakland has created a new sense of enthusiasm shared by our residents and visitors," said Mayor Lionel Wilson in a letter to the council.

Wilson asked the council for its support so the city might become involved in discussions with Caltrans and other service providers regarding the future of ferry service.

Ferry-rail link back after 56-year hiatus

TUE MAY 23 1995

FERRY SERVICE

HISTORY

By Steve Lavoie
STAFF WRITER

OAKLAND — A link broken more than 55 years ago has been restored, reconnecting a route that carried the largest human migration in recorded history during the first half of California's history as the Golden State.

The first passengers off the train at Oakland's new C.L. Delums Amtrak station on Monday could complete their journeys across the bay via ferries landing a few short blocks away across Jack London Square.

That sea-land transfer, begun at the height of the Civil War, made Oakland the hub of coast-to-coast travel for 70 years. During that time, the state's population grew from less than 500,000 to nearly 7 million — an explosion of growth unmatched in census-taking history. For millions of newcomers, the ferry-rail interchange along the Oakland waterfront became the climax of a transcontinental pilgrimage.

Ferries began service from the foot of Broadway in Oakland in 1851, carrying passengers on Sunday excursions, more than a decade before the first train steamed through town. But when the Oakland and San Francisco Railroad and Ferry laid a short length of track in 1863, from a new wharf at the foot of Seventh Street, through West Oakland to a station at Broadway, the urbanization of the East Bay was under way. Lots under the oaks along the new tracks nearly doubled in value as West Oakland became the first California suburb, absorbing a wave of commuters escaping rowdy San Francisco.

As the tracks pushed eastward in to what is now East Oakland, so did the new suburbanites, buying parcels of farmland and orchards to build sturdy Victorian homes.

By November 1869, the railroad leading east from the Seventh Street wharf could cross the continent, over tracks laid by Chinese immigrant workers through the rugged and treacherous passes of the Sierra Nevada. To

handle the overland traffic, the West Oakland pier was extended two miles to reach the deepwater channels of the bay. A second pair of tracks was laid down Seventh Street, serving the wharf, a station at Broadway in Oakland, and eastward to stops at 13th Avenue, Melrose, San Leandro, Hayward, Niles, Sunol, Pleasanton, Livermore and on into Nevada.

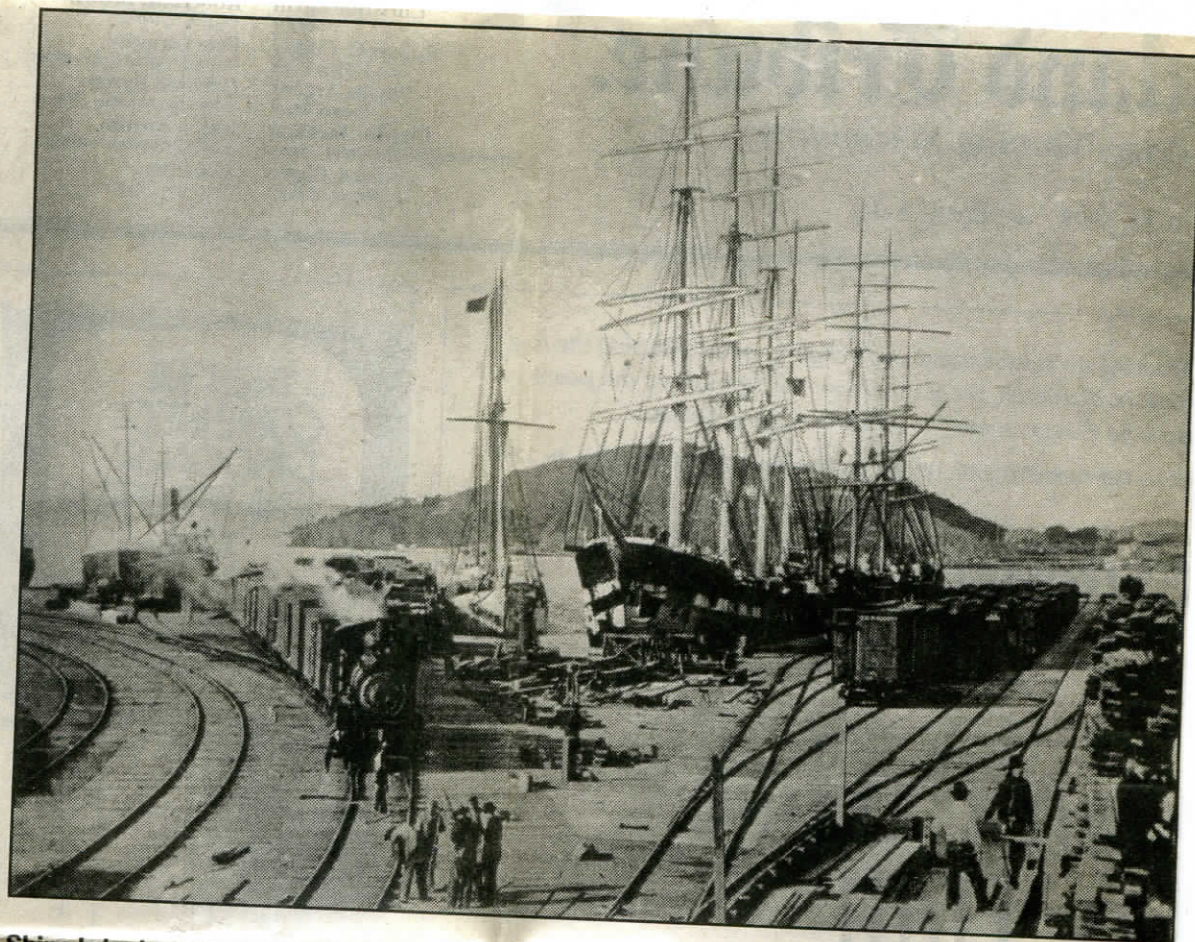
The "local" trains left the ferry docks, stopping at the Oakland Point station at Wood Street, Center Street, Adeline Street, Market Street, Broadway and Clinton (near what is now Fifth Avenue and East Eighth Street) before switching back at LaRue's Landing at the foot of what is now 13th Avenue, where the overland train loaded lumber cut from the East Bay hills and hides from cattle grazing the local grasslands.

To handle the larger new locomotives, the through tracks of the overland train were moved to the Embarcadero, with a station at Market Street. Other companies laid tracks up Market Street and Broadway to link the northern suburbs of Oakland and over bridges at Webster and Alice streets to connect Alameda. The estuary waterfront became a railroad gridiron, with cargo and passengers siphoned by ferry to points west.

"The best hopes of Oakland had at last been realized," as the Oakland Daily Transcript proclaimed in its Nov. 9, 1869, coverage of the arrival of the first transcontinental train, "and a new and bright era had dawned."

The great American westward expansion had a train to catch, and generation after generation of newcomers, seeking paradise or a new way of life in California, got off in Oakland. Many made their homes here. Many more caught the ferry across the bay, only to catch the boat back to Oakland and the East Bay.

Ferries became that city's umbilical to the mainland. For thousands of San Franciscans, that lifeline would mean survival. When disaster struck in 1906 after a massive earthquake set fire



Ships bringing tea and other cargo for movement overland by trains used this Oakland long wharf, above, about 1909. The transcontinental railroad chugs down the Embarcadero near Overland House about 1896, at right.



to the city across the bay, packed ferries brought refugees to tent cities erected in the East Bay.

As the link helped Oakland grow into a beautiful and stately young city, profits from the service created a powerful monopoly. The CPRR merged with the Southern Pacific Railroad, which went on to absorb every rail and ferry operation serving the Oakland piers, grabbing title to

virtually all of the East Bay shoreline.

Trust busters of the Progressive Movement, inspired by Theodore Roosevelt, set out to bring this monopoly down. Protesters ripped up tracks and blocked trains in their battle against SP.

In 1910, without authority, the Western Pacific Railroad began construction of a new station at

3rd and Washington streets to serve as the terminus for fresh cross-country tracks through the Feather River canyon. When its first train reached Oakland, residents celebrated it as a people's victory over the monopolists.

By 1939 the historic land-and-sea link that carried much of the great American westward expansion had broken. On Monday, 56 years later, the link was restored.